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1982



SPROCKET MAN



SPROCKET MAN COLLECTION

1982

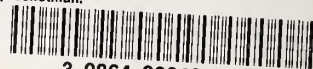
SPROCKET MAN
BICYCLE
COLLECTION

SPROCKET MAN

SPROCKET MAN
BICYCLE
COLLECTION

SEP 13 2013

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S 796.6 P11 spr 1982 c.1
Sprocketman.



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Bicycling is one of the fastest growing outdoor activities in the country. Today there are over 105 million bicyclists in the United States. Recent reports estimate that every other Montanan rides a bicycle and every age group is out enjoying bicyling. They are riding for physical fitness, for energy conservation, for environmental concern, for economical transportation and for fun.

With the increased number of bicycles on Montana roads there has been an increase in the bicycle/motor vehicle accident rate. Many of these accidents could have been avoided if the cyclist utilized proper riding technique. These are skills which can be learned and which should be practiced.

In Montana, the more common accidents involve young cyclists exiting driveways without slowing or stopping, teenage cyclists turning into traffic without looking behind them, adult cyclists failing to yield the right-of-way and running stop signs and cyclists of all ages riding against the flow of traffic. Montana cyclists are encouraged to read the adventures of *Sprocketman* and to apply the lessons to their own riding habits.

Bicycling is a fun, healthy and functional activity. Safe bicycling is a skill to master and a habit to keep an entire lifetime.

Office of Public Instruction
Department of Justice

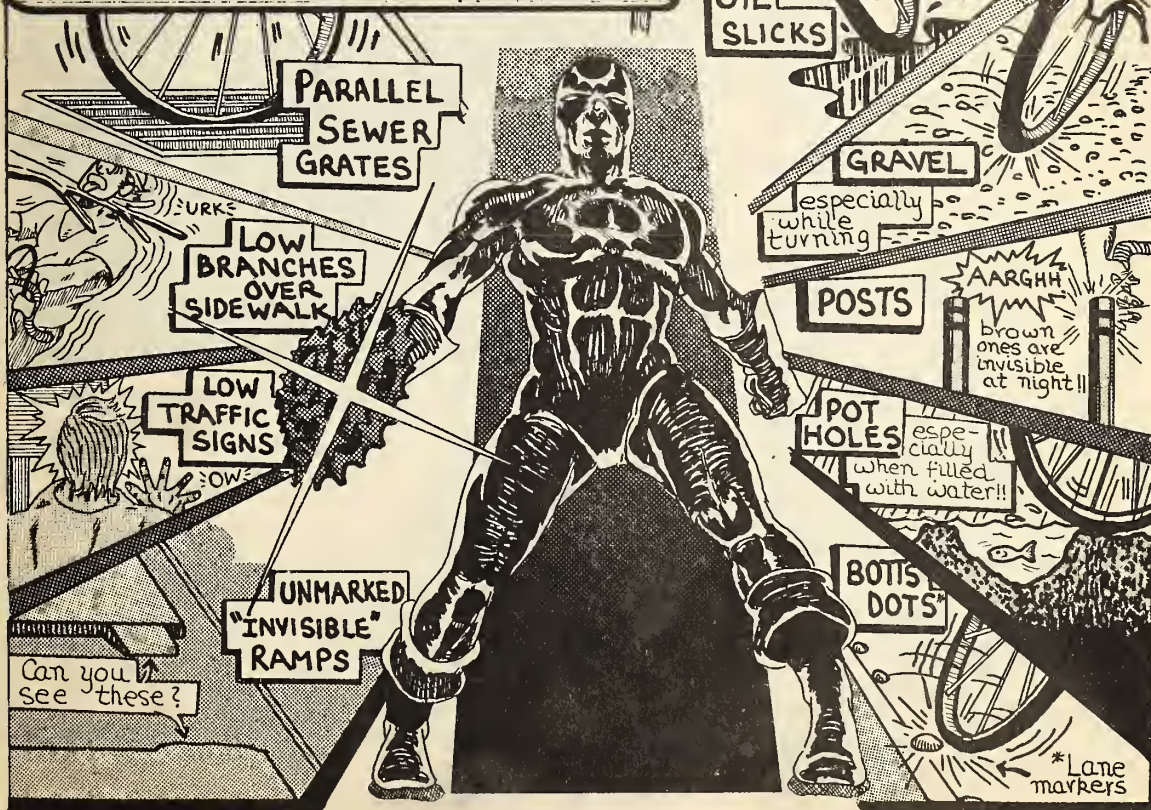


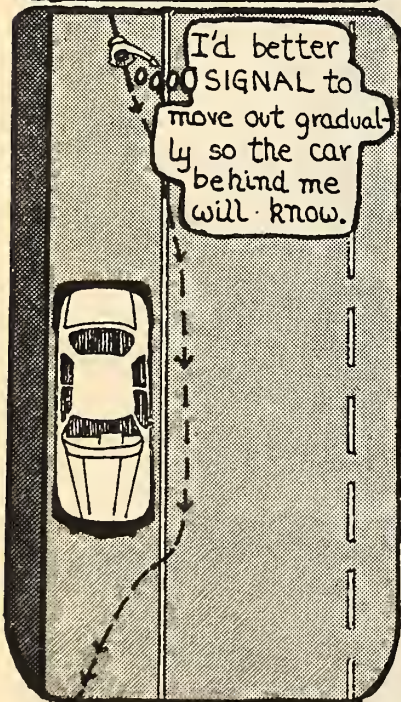
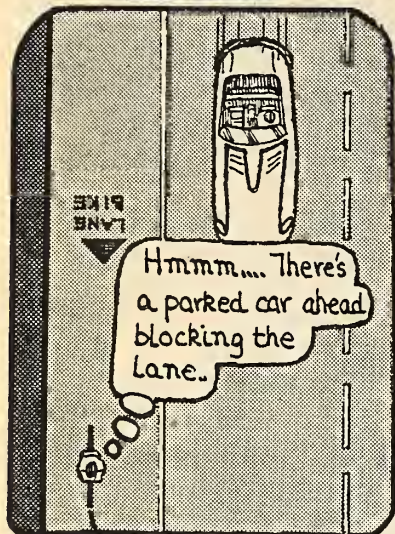
The sheer **NUMBER** of bikes in use these days shows that the days when bikes were merely **TOYS** for kids are **BYGONE**..... and that the **ANARCHY** of the cyclist can be afforded **NO LONGER!**

Here are a few tips on **SURVIVAL** skills and **SAFE** riding etiquette.

HAZARDS you should be especially aware of are listed below.....

Should you encounter a hazardous situation, **WRITE** your city's **TRAFFIC ENGINEER**. Tell him you've found a "**DANGEROUS AND DEFECTIVE CONDITION**" and where it is. (A PICTURE MIGHT HELP.)

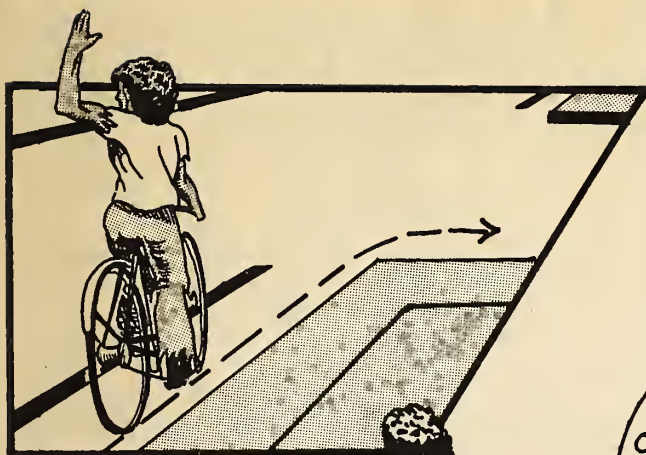




THE KEY CONCEPT TO SAFE BICYCLING
-BE PREDICTABLE-AND SIGNAL
YOUR MOVES!! COMMUNICATE.



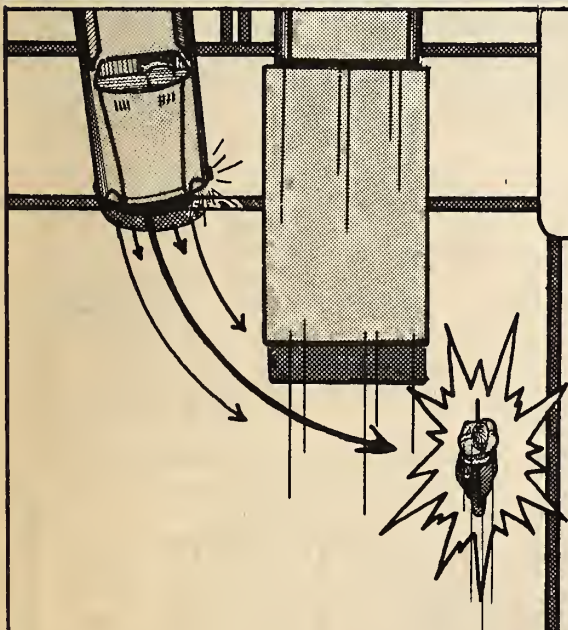
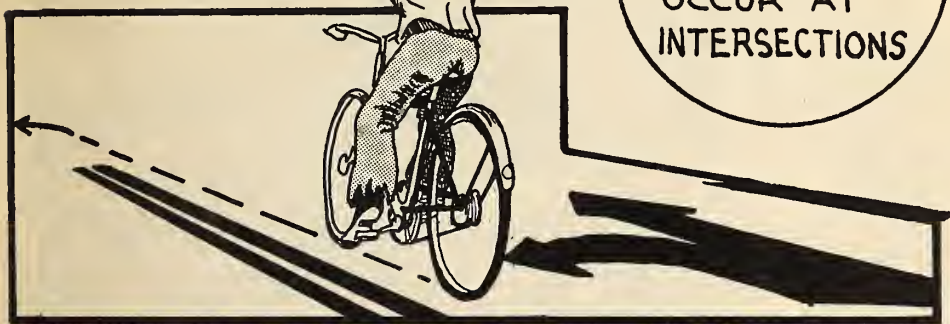
...LOOK, ESTABLISH
EYE CONTACT,
THEN MOVE
GRADUALLY
INTO TRAFFIC
TO PASS THE
PARKED CAR.



**SIGNAL
AT
TURNS!**



60-70 %
OF ALL SERIOUS
BIKE ACCIDENTS
OCCUR AT
INTERSECTIONS



When going straight through
an intersection, never follow
a **TRUCK** or **BIG CAR** closely
'cause you'll then be
HIDDEN FROM VIEW!



The **ONLY**
SAFE WAYS
to make a
LEFT TURN...

4

END UP ON RIGHT SIDE
OF RIGHT LANE.

3

LOOK OUT FOR
ONCOMING CARS!

2

STAY ON
RIGHT EDGE
OF LEFT LANE

1

LOOK BACK, SIGNAL,
AND MOVE **QUICKLY** INTO
LEFT LANE (DON'T JUST DRIFT
INTO IT!)

.... doing it
like a CAR....

3

STILL WALKING BIKE

4

MOUNT BIKE
TO RIDE OFF

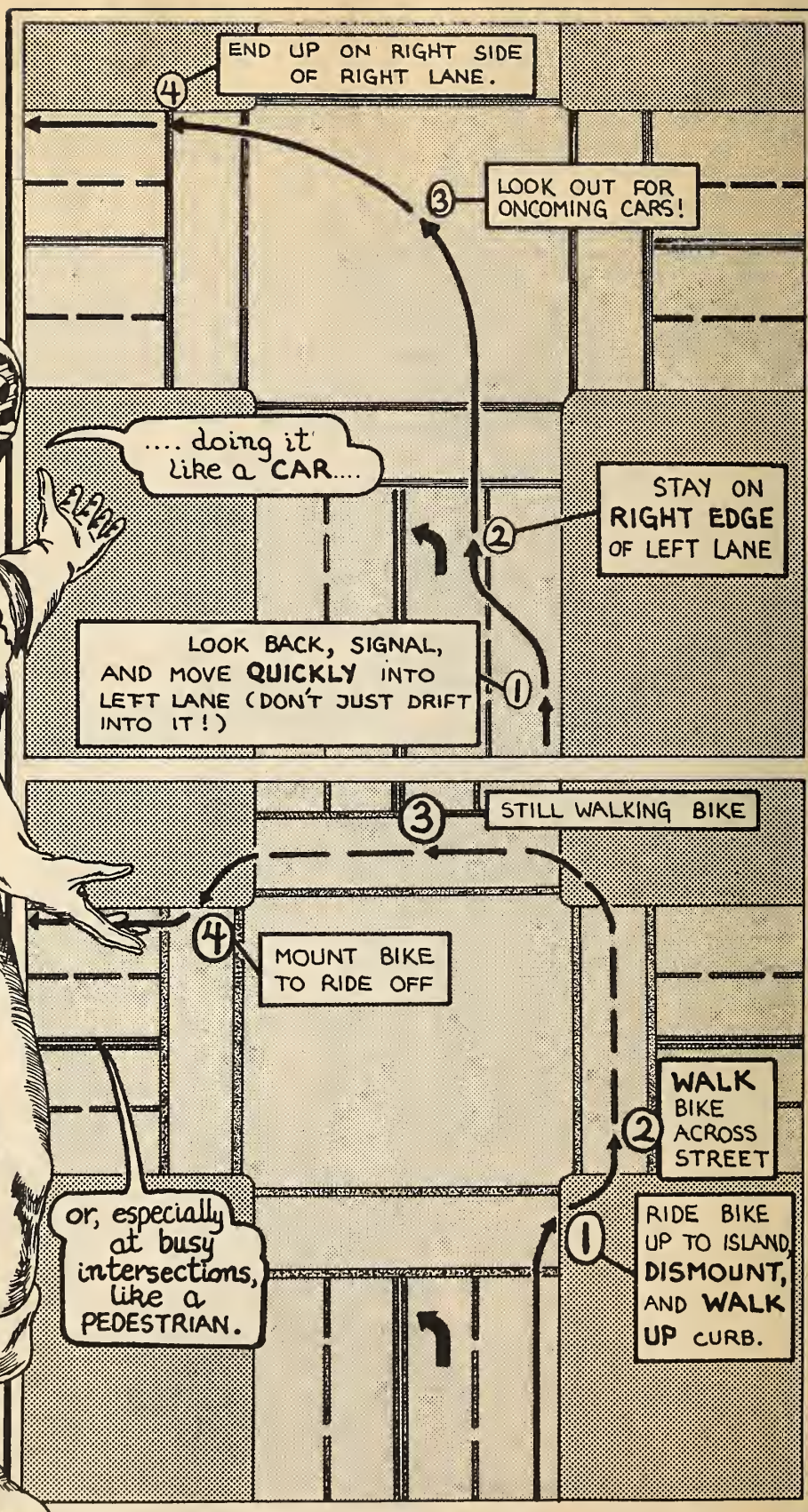
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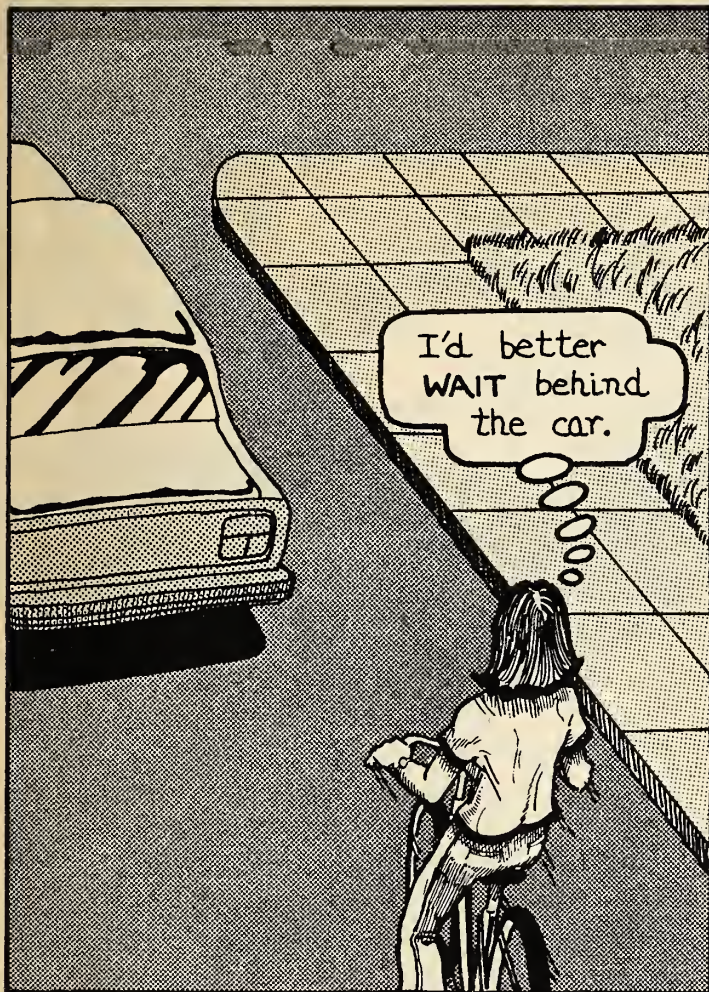
WALK
BIKE
ACROSS
STREET

1

RIDE BIKE
UP TO ISLAND,
DISMOUNT,
AND **WALK**
UP CURB.

or, especially
at busy
intersections,
like a
PEDESTRIAN.





I'd better
WAIT behind
the car.

WAIT YOUR TURN
AT INTERSECTIONS!

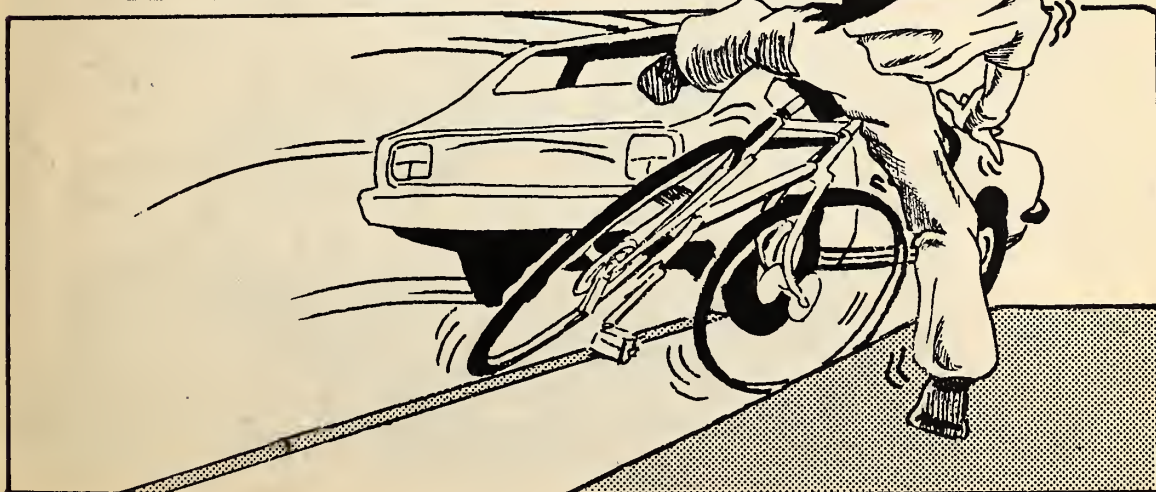
Whether you are
going straight or
turning right...
**DON'T PASS A
CAR ON THE
RIGHT !!**

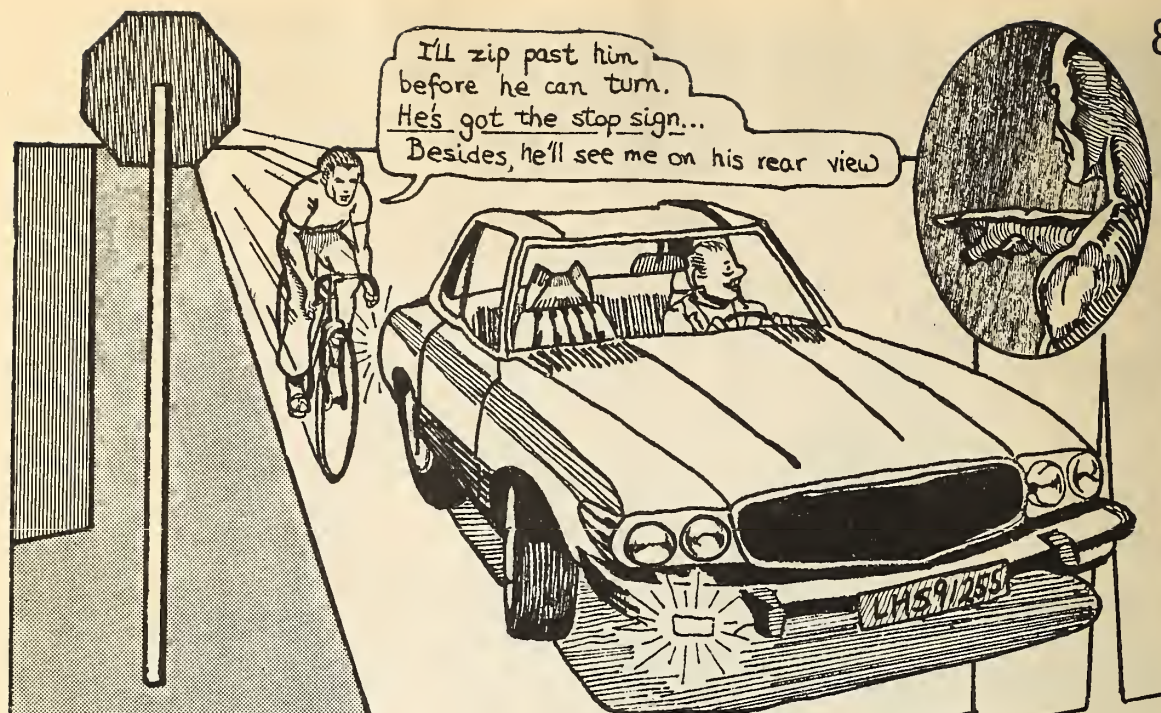
7



Even if you're in a bike lane,
the car beside you might
SUDDENLY make a right turn
WITHOUT SIGNALING.
SO WATCH OUT !!

YEEHRS!



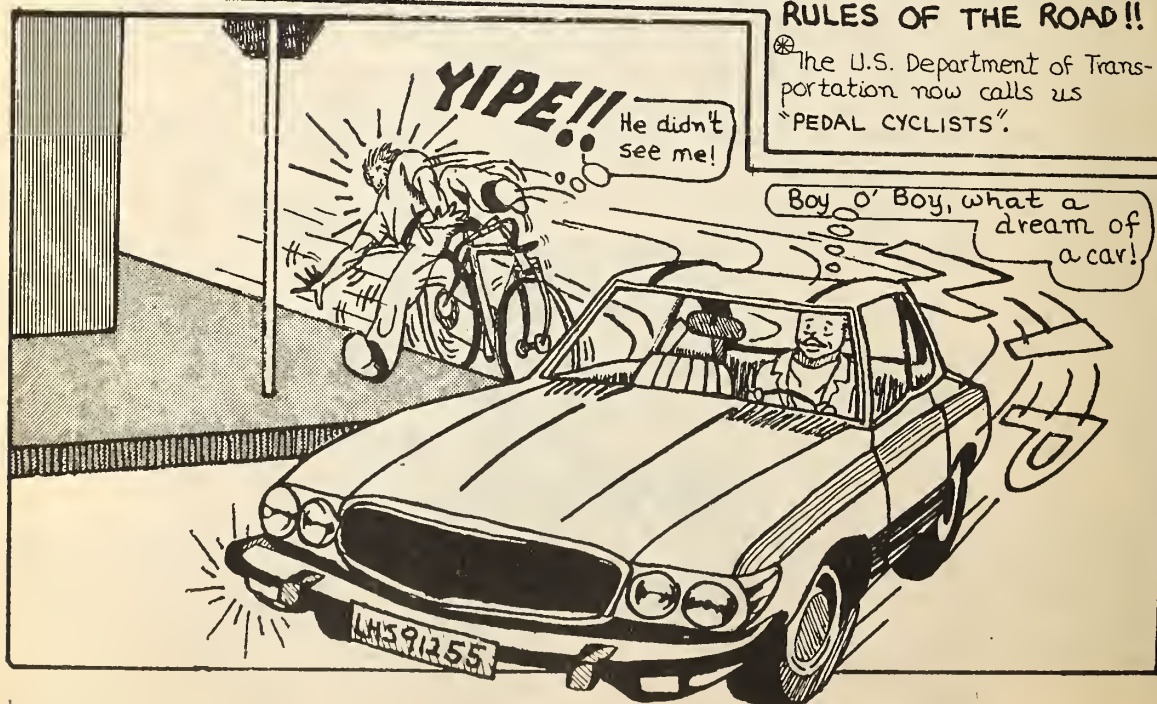


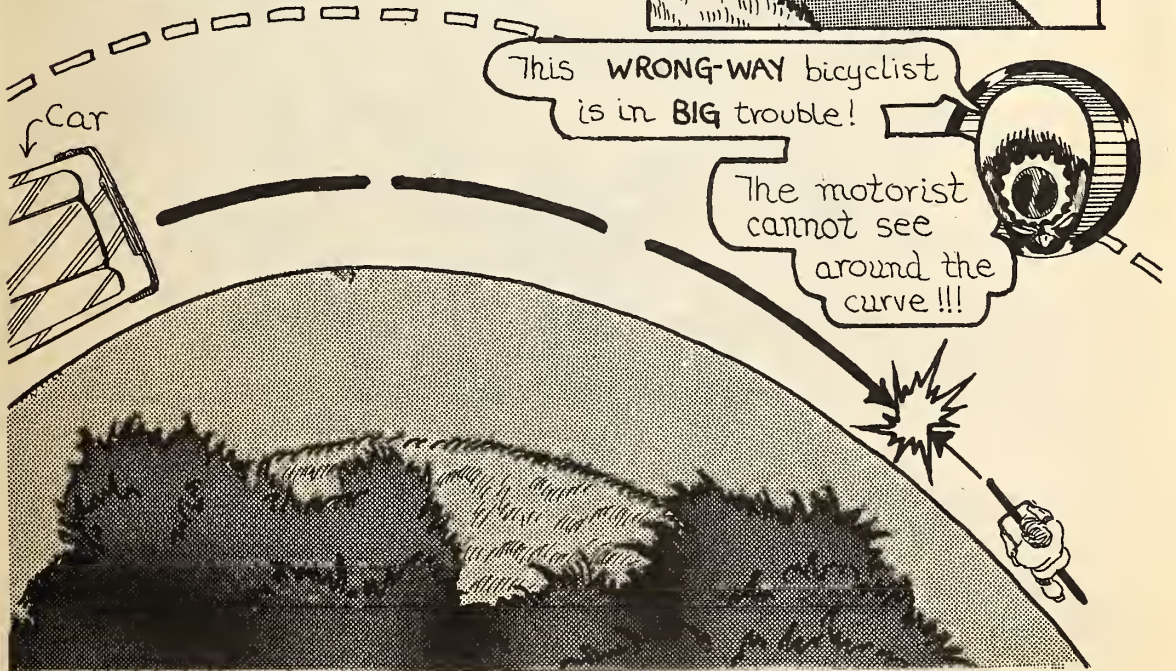
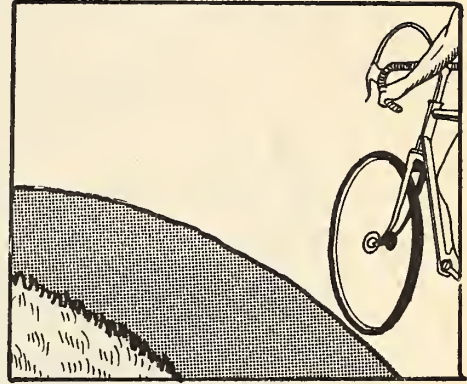
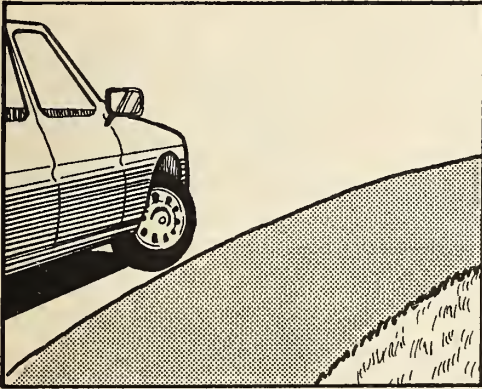
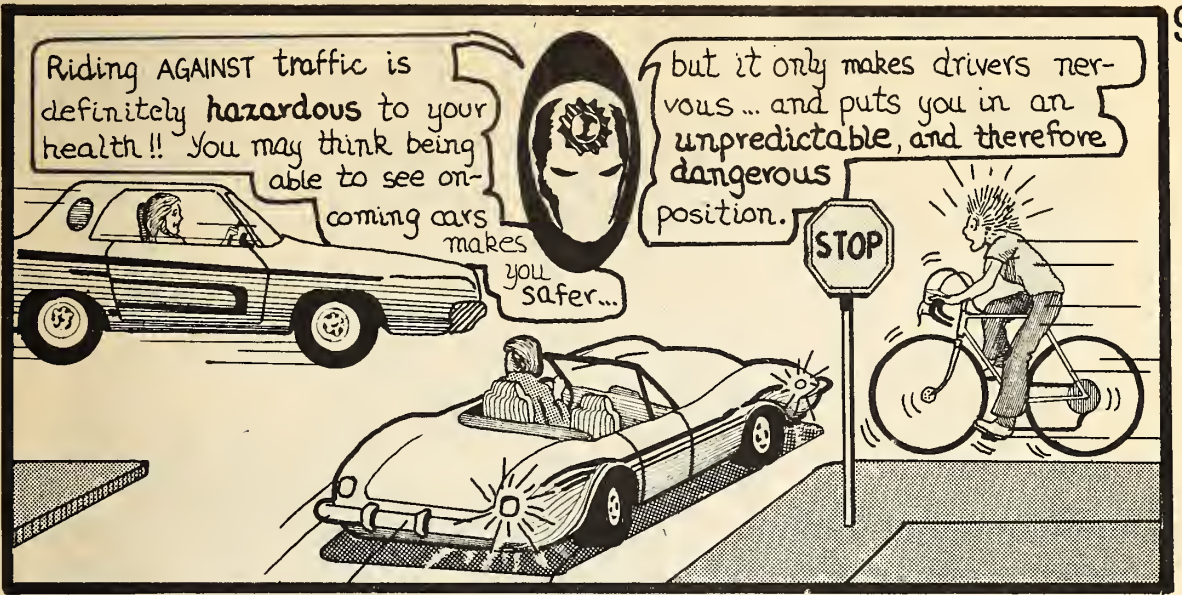
When bicycles are ridden as vehicles, they are subject to the state vehicle codes

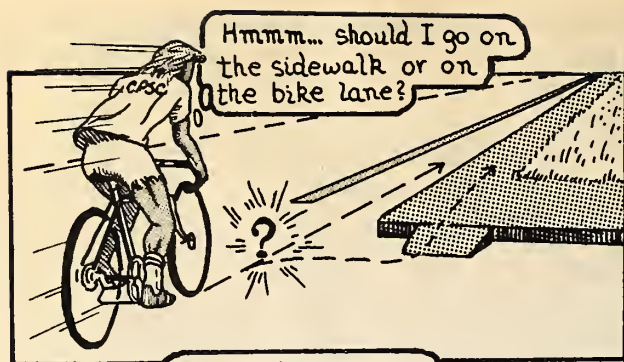
Under those laws, your status as bicyclist* is : "EVERY PERSON RIDING A BICYCLE UPON A ROADWAY HAS ALL THE RIGHTS AND DUTIES APPLICABLE TO THE DRIVER OF A VEHICLE."

So STOP at all stop signs and stop lights AND OBEY THE RULES OF THE ROAD!!

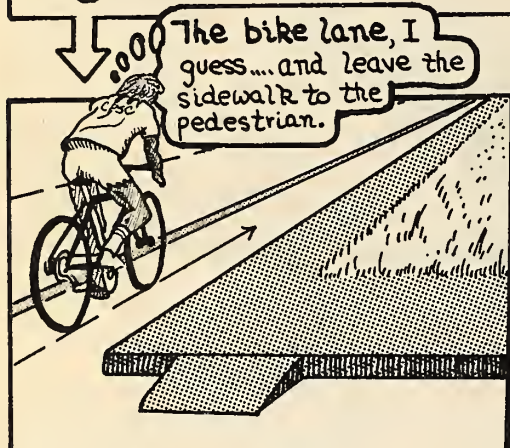
*The U.S. Department of Transportation now calls us "PEDAL CYCLISTS".



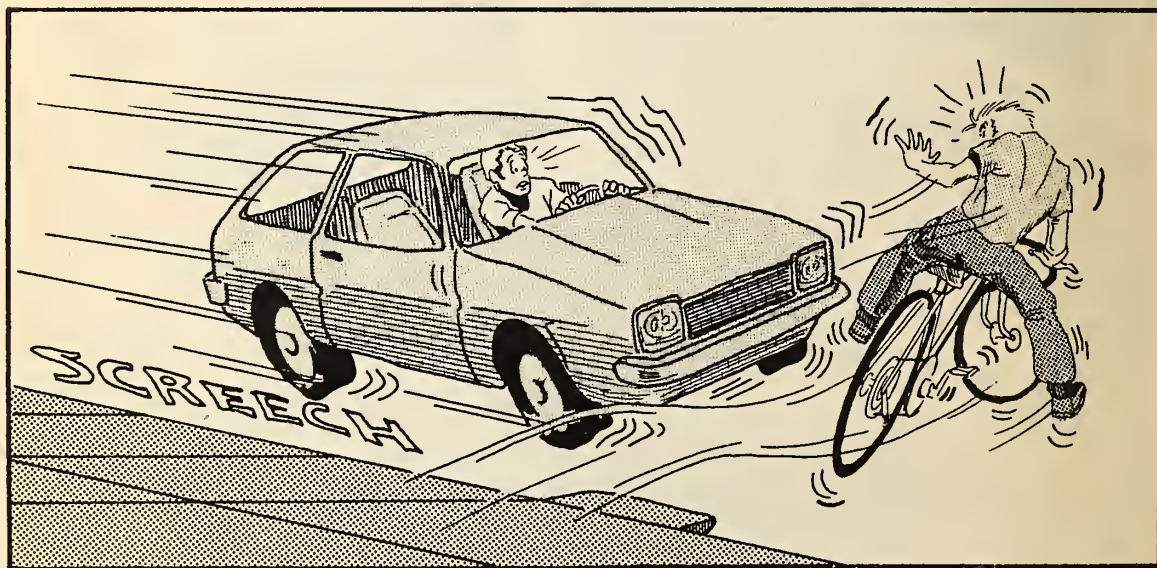




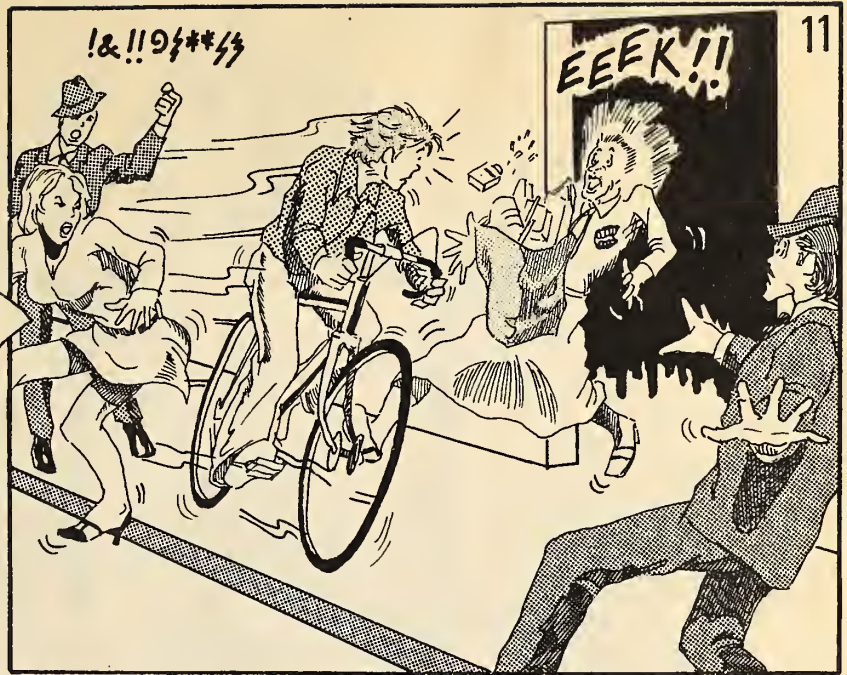
Use the **BIKE LANE** and street instead of the sidewalk and avoid pedestrian-bicyclist **CONFLICTS!!**



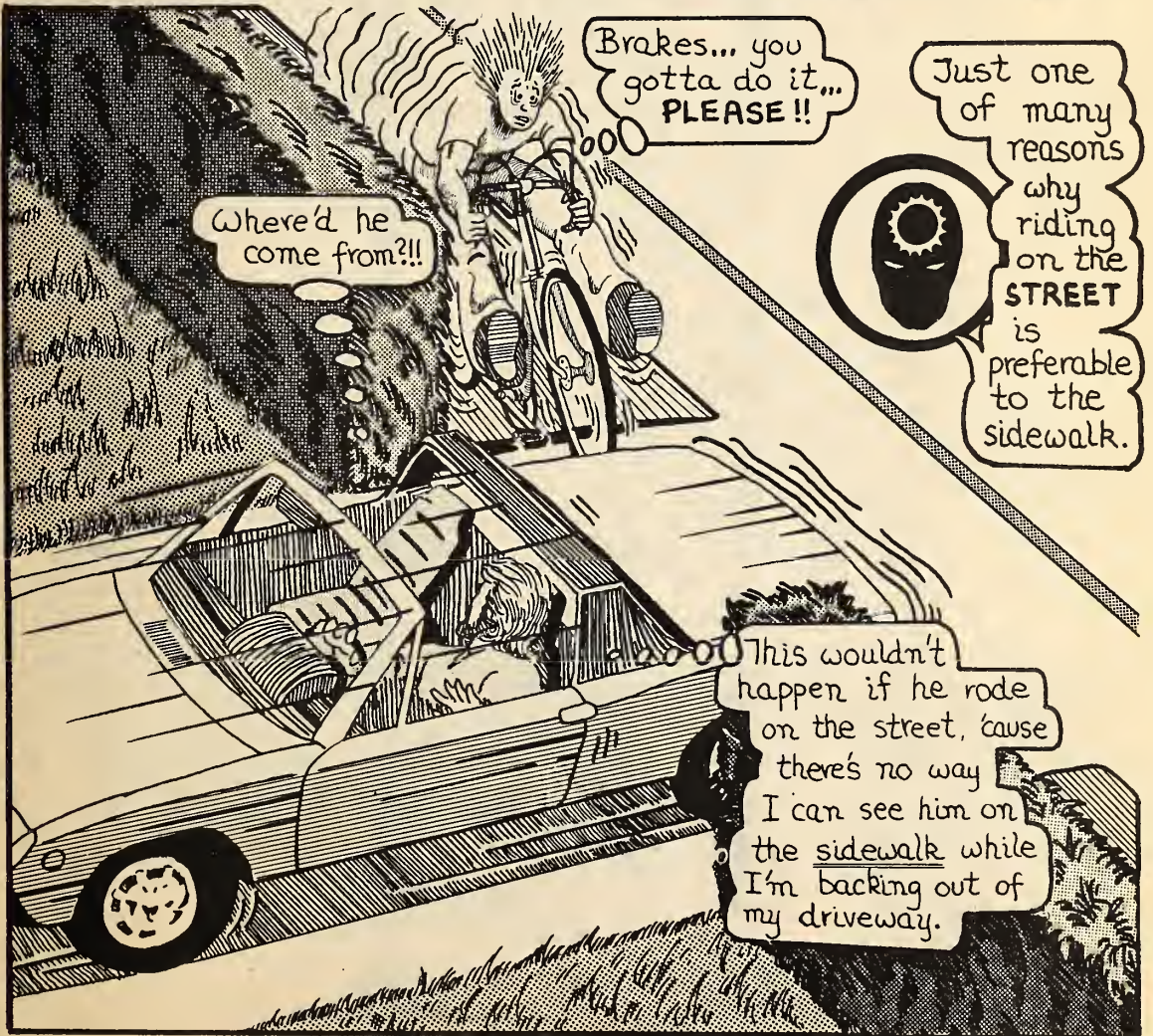
If you have to use the sidewalk, **DON'T FLY DOWN THE BIKE RAMP INTO TRAFFIC!!** Cars don't expect vehicles (including bikes) to come from anywhere but a street. **SO WATCH OUT!!**



A suggestion to the **PEDESTRIAN**: LEAVE THE **BIKE RAMPS** FOR BICYCLES AND WHEELCHAIRS.



DON'T RIDE
ON **BUSINESS**
DISTRICT
SIDEWALKS!



Brakes... you
gotta do it...
PLEASE!!

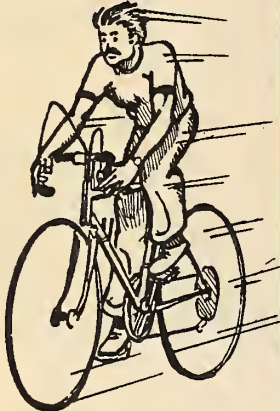
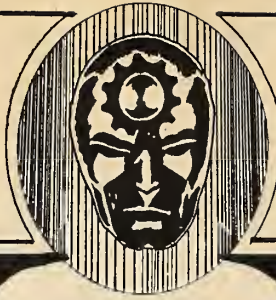
Where'd he
come from?!!

Just one
of many
reasons
why
riding
on the
STREET
is
preferable
to the
sidewalk.

This wouldn't
happen if he rode
on the street, 'cause
there's no way
I can see him on
the sidewalk while
I'm backing out of
my driveway.

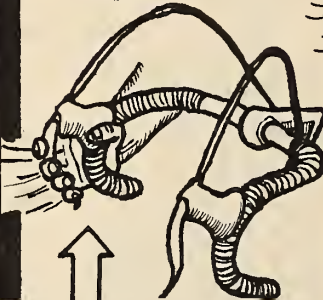
BRAKE

SAFELY.... BY USING...



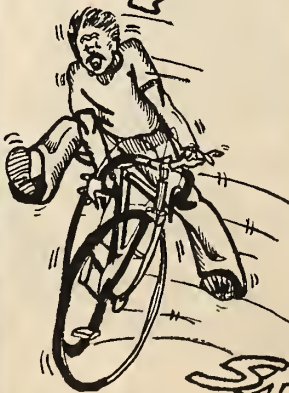
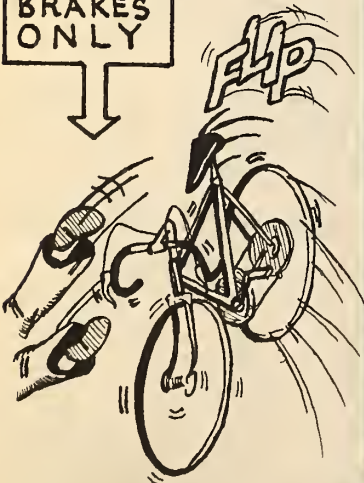
**BOTH
BRAKES**

FOR QUICK
SMOOTH
STOPS!!

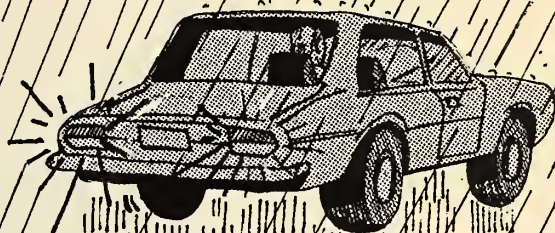


FRONT
BRAKES
ONLY

REAR
BRAKES
ONLY



Man, this rain....
what a royal
pain! Oops, better pay
attention 'cause
that car's coming
to a stop!



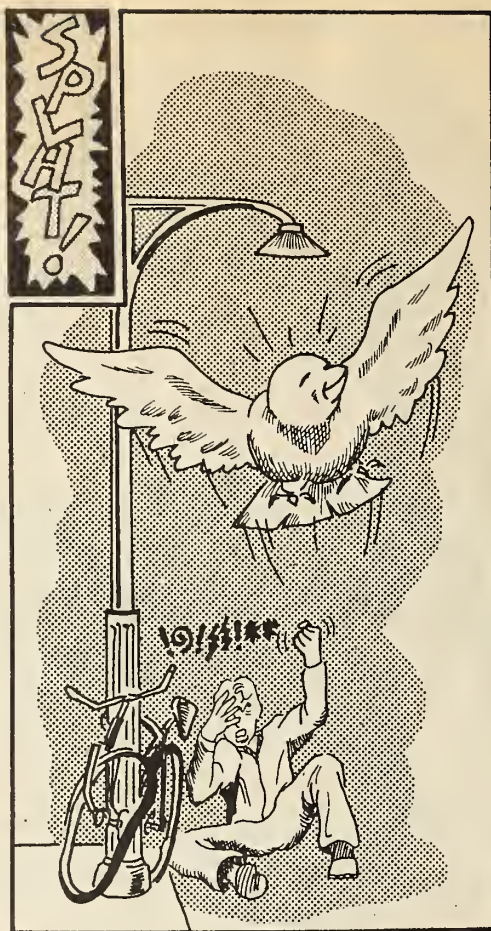
Oh No... **THE BRAKES DON'T HOLD** **ARRGH!**
SQUEAK
BONK



RAIN IS A PAIN!

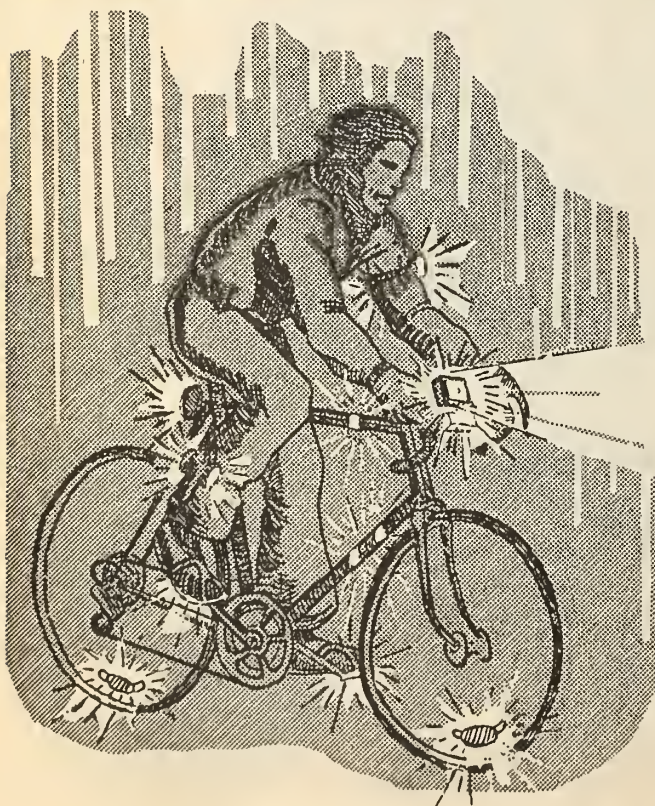
- ◊ Handbrakes DO NOT work nearly as well in rain. Allow more time to stop than on dry pavement.
- ◊ Ride SLOWER than normal.
- ◊ Wear a LIGHT if visibility is poor.





PAY
ATTENTION
AND
KEEP
YOUR
EYES
ON
THE
ROAD!!

14



BE SEEN AT NIGHT!

Wear reflect-
ive trimmed
clothing, or
apply reflective
trim to your
clothes.



Attach these to bike:

- ☼ WHITE HEADLIGHT.
- ☼ REAR RED REFLECTOR.
- ☼ WHITE OR YELLOW RE-
FLECTOR ON PEDALS.
- ☼ YELLOW (IN FRONT) AND
RED (IN REAR) SIDE
REFLECTORS.

Remember, above all.....

BE PREDICTABLE

in your riding!! Make your
intention known!

LIGHTS AT



NIGHT

RIDE
WITH
TRAFFIC

DON'T
SWERVE!!

SIGNAL

AT

TURN

TRAFFIC SIGNAL

OBEY ALL

STOP

STOP

I
live
dangerously....



PEDESTRIANS HAVE THE RIGHT OF WAY !!



Play the **GOLDEN RULE** bit.... No matter how much you like to ride a bike, **YOU'VE** got to walk **SOMETIME....**

Besides, the ped you hit may play the **"AN EYE FOR AN EYE"** bit at a later date.



However, sometimes it's much easier for the ped to **FREEZE** than the bicyclists. The ped should let the bikes go straight through while he either stops or maneuvers around the bike.

When coming **HEAD-ON** towards a pedestrian or another cyclist, **GO TO YOUR RIGHT !!**



I will stay very, **VERY** still....



PASS A PEDESTRIAN ON

HIS
LEFT...

A
N
D

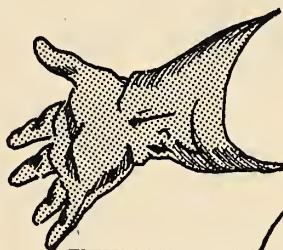
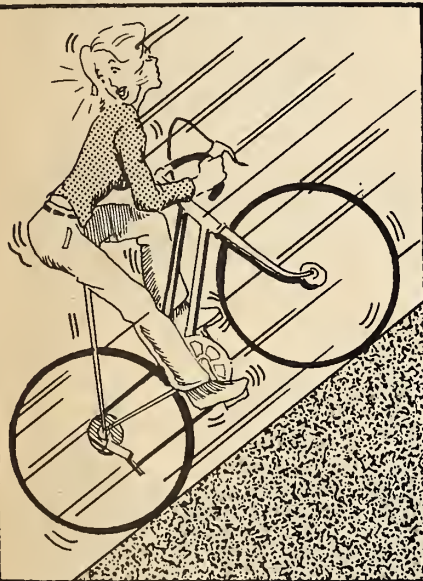
SAY IT!



PASSING ON
YOUR LEFT!

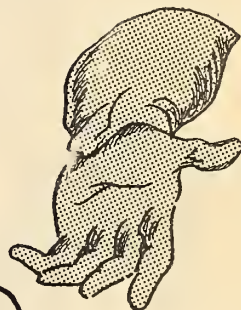
THANKS FOR
TELLING
ME.

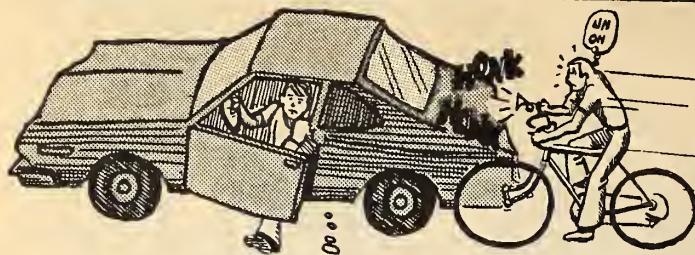
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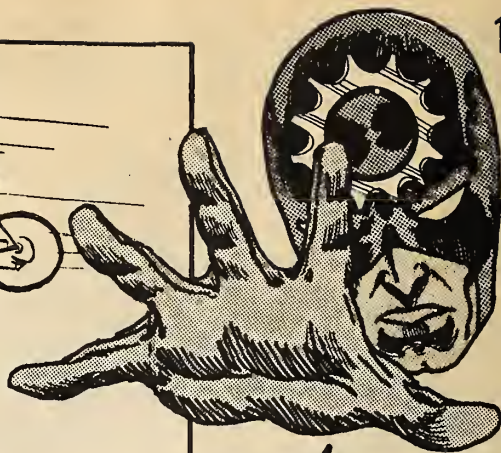
Be a pedestrian:
WALK YOUR BIKE

- when you're tired
- when a hill's too steep
- when an intersection is too complicated
- when the buffalo come to town.

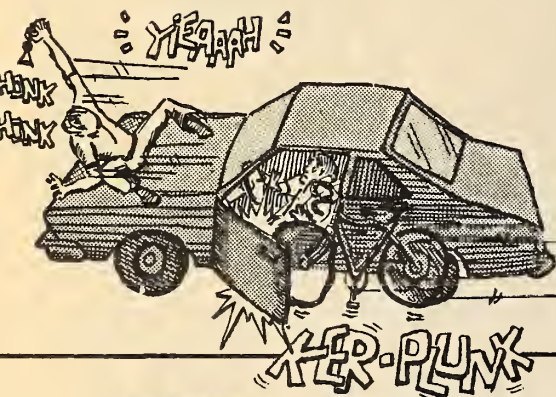




Did some-
one say
something?



WATCH OUT
FOR OPEN-
ING CAR
DOORS!!



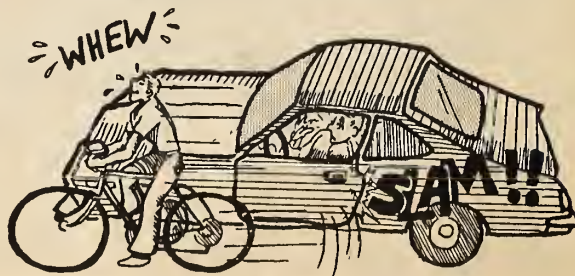
DON'T WASTE YOUR TIME FIDDLING A
HORN OR BELL. GO FOR YOUR BRAKES
AND.... **SCREAM!!!** MOVE LEFT BUT...
DON'T SWING INTO TRAFFIC!!



DON'T RIDE
TOO CLOSE TO PARKED
CARS.....
-KEEP AN EYE OUT FOR
DRIVER'S HEAD AS YOU
APPROACH.....
-WATCH OUT FOR DOU-
BLE-PARKING CARS
'CAUSE PASSENGERS
MAY JUMP OUT ON
YOUR LEFT.

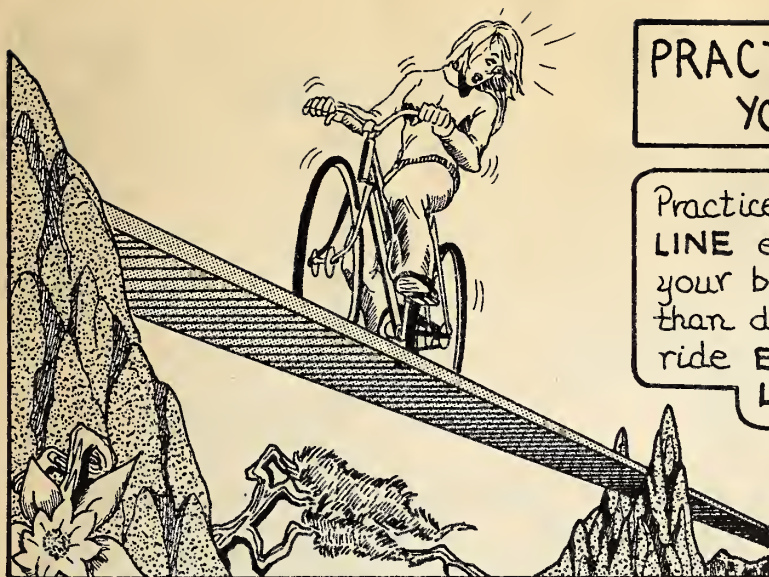


WATCHOUT!!



PRACTICE RIDING YOUR BIKE !!

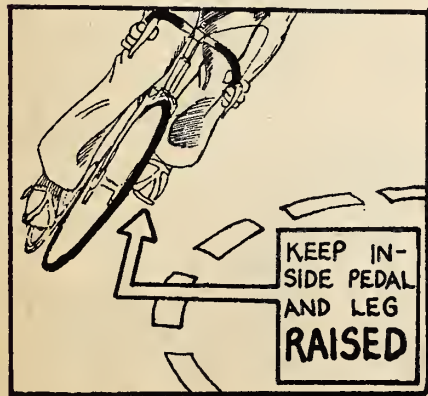
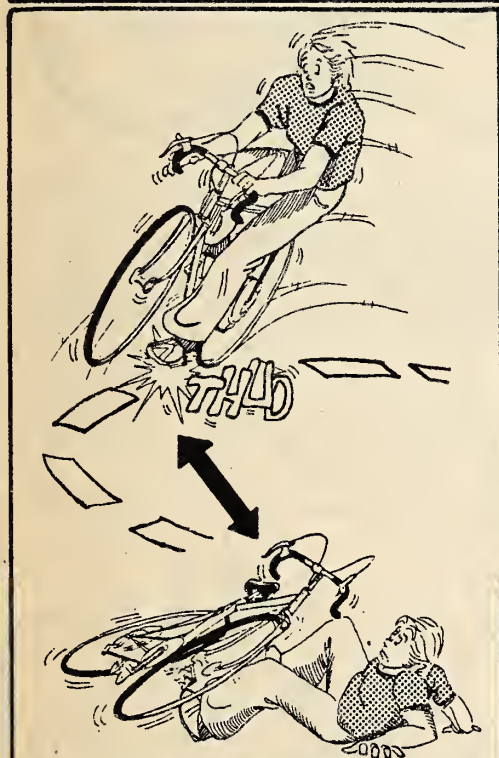
Practice riding in a **STRAIGHT LINE** every time you get on your bike (it's easier said than done). Knowing how to ride **EVENLY** may save your **LIFE**, especially on narrow roads !



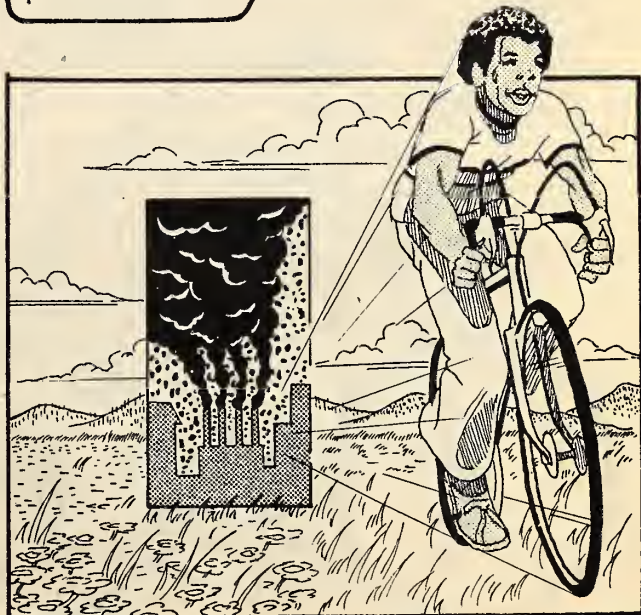
Around **CORNERS**, keep your **INSIDE** pedal and leg raised or you'll take a spill !

RIDE CREATIVELY.

Try back roads where few cars (and bikes) roam. You'll see a lot more and breathe a lot **LESS** pollution !

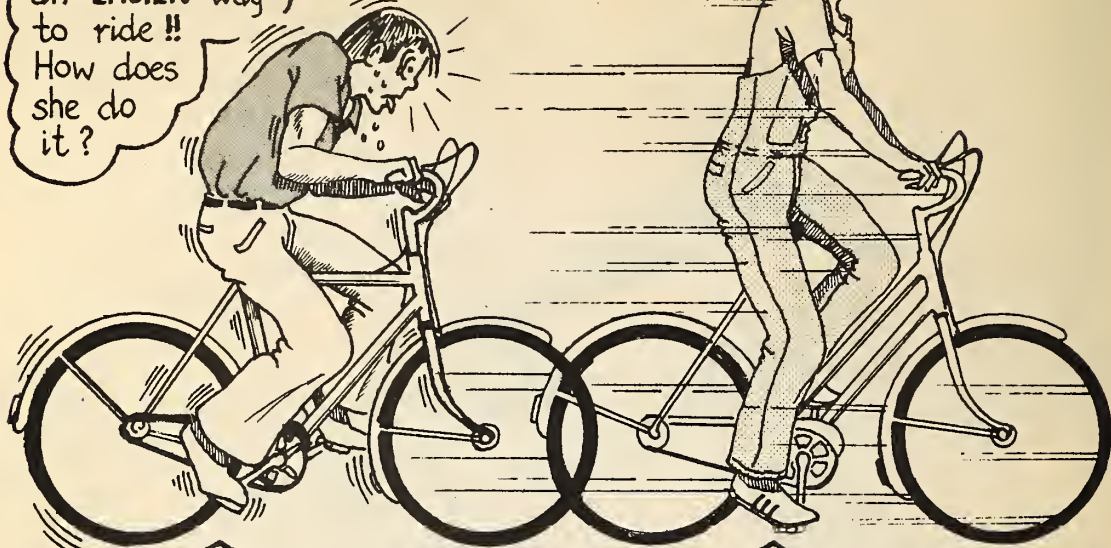


KEEP IN-
SIDE PEDAL
AND LEG
RAISED



==PANT==PANT==

There's gotta be
an **EASIER** way
to ride!!
How does
she do
it?



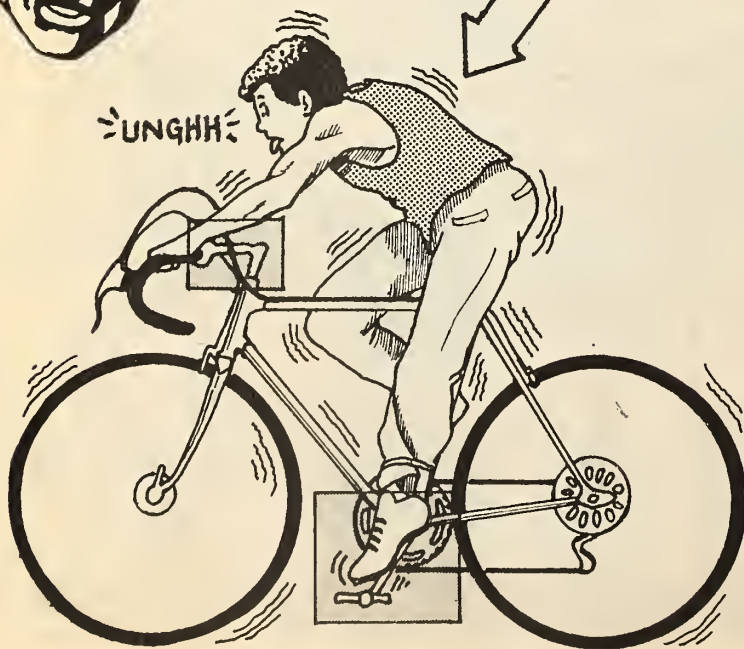
Try **WALKING** like **THAT**..... Low
efficiency, eh? So use
FULL LEG EXTENSION.....

.... the way she's doing it!!
**LEGS WORK BEST AT
FULL EXTENSION!** Note,
however, the **SLIGHT KNEE BEND**.



**NEVER RIDE A BIKE THAT'S TOO BIG FOR
YOU!** You simply have too little control!

==UNGHH==



This applies to
SEAT HEIGHT and
GOOSE-NECK LENGTH.

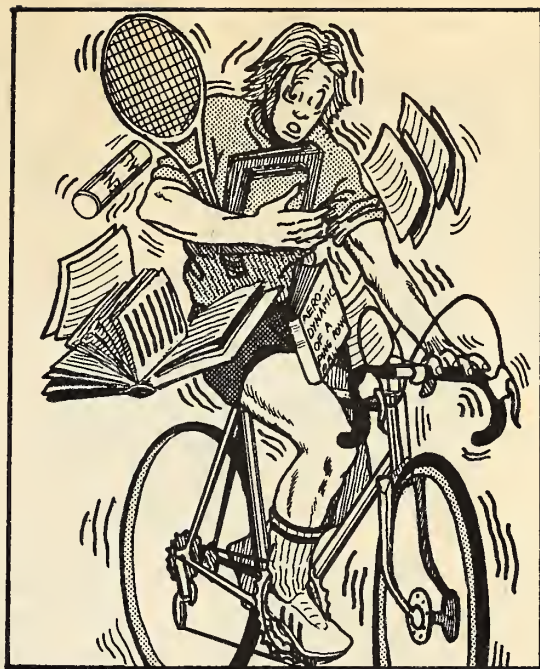
When your seat
height is **PROPERLY**
adjusted, the
handlebar will be
slightly **LOWER**
than the seat.

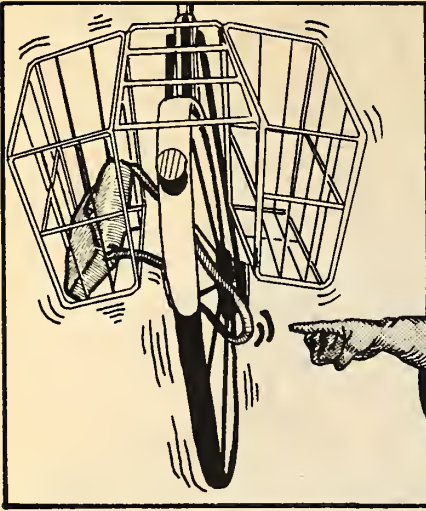
"DON'T CARRY ANYTHING
THAT MAY HAMPER YOUR
CONTROL OF YOUR BIKE!"

Plan ahead and use
a BACK-PACK !!



Front baskets have a
center of gravity that's
way too high.... which
makes for awkward
steering. **REAR BASKETS**
work better!



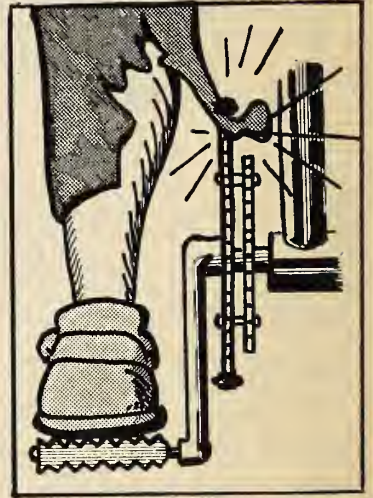


WATCH OUT for objects that may **DANGLE**, like a purse strap or chain.... they will **CATCH** in your wheels !!

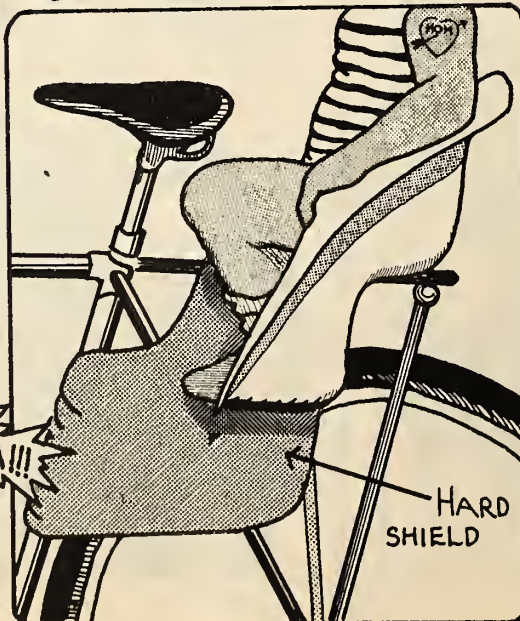
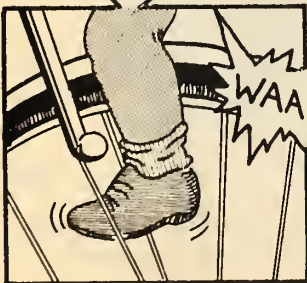
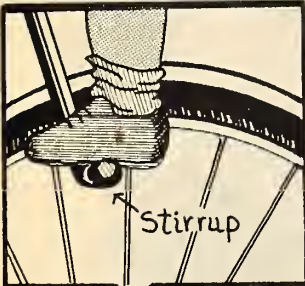


This goes for **PANT CUFFS** as well !

Pant cuffs, when caught in bike chain, can **easily** lead to an accident... and assuredly to dirty cuffs. When riding, then, roll up your cuffs, or tuck'em into your socks, or better yet... clip'em in with those nifty **pant clips**.



And for you parents...or rather - more importantly - for your children, make **SURE** their feet will not be caught in the wheels. Baby seats with only **STIRRUPS** to support the baby's feet are **DANGEROUS!**

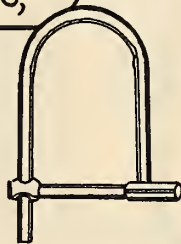


child seats have been known to fall off **MOVING** bikes with child **ATTACHED!**
FASTEN SEATS SECURELY !!

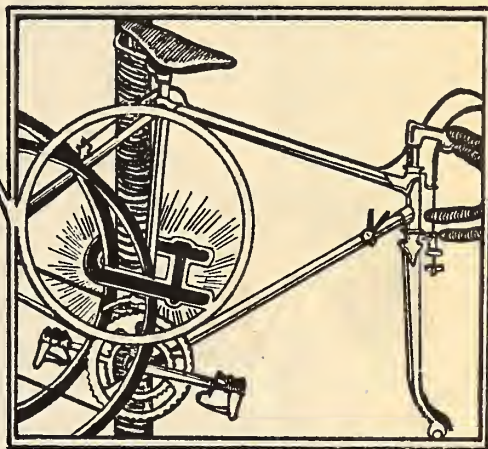
**NO LOCKING
SYSTEM IS
FOOL-PROOF !!**



However, certain bike locks
do provide **MAXIMUM SECURITY!**
Particularly for those bicy-
cles with "quick-release,"
it is best to remove
your front wheel and
lock it as well.



**ALLOY BAR
U-Lock**



AT THE VERY LEAST, use a heavy
chain ($5/16"$ alloy)
or cable and a good
padlock.
NEVER use a flimsy
combination lock and
chain !!

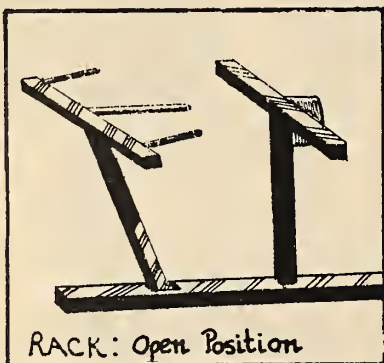
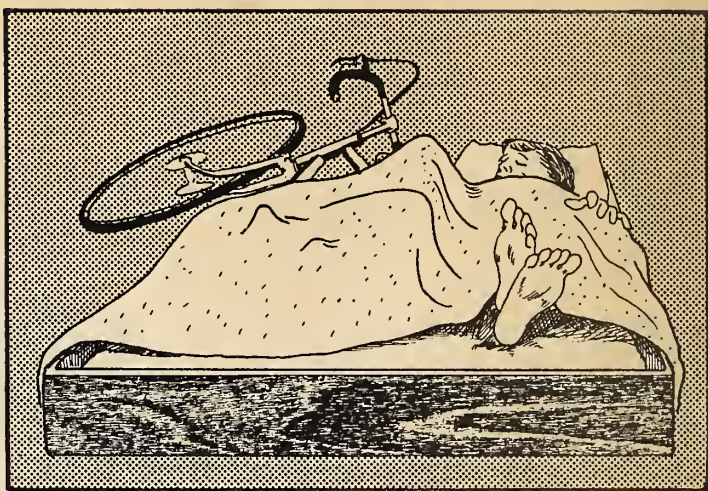
LICENSE your bike! If it
does get stolen, you can re-
cover it much more easily.



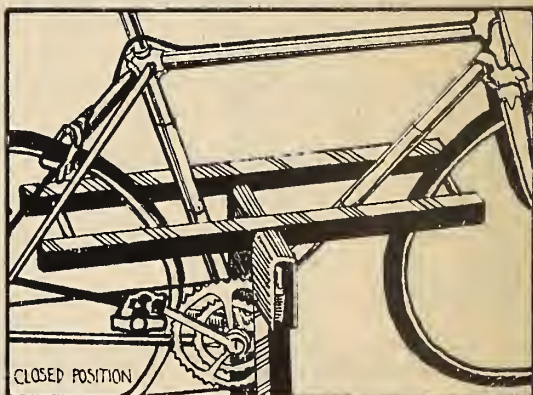
WHENEVER POSSIBLE,
TAKE YOUR BIKE
WITH YOU !!

Otherwise, park
in a **HIGHLY**
VISIBLE location.

Use **LOCKERS**
and/or **FRAME**
RACKS, if available



RACK: Open Position



CLOSED POSITION

DON'T PARK IN A HIDDEN AREA! "Hiding" your bike in a garage or behind some bushes never hides your bike from thieves. It just gives them more cover while they **STEAL** your bike!

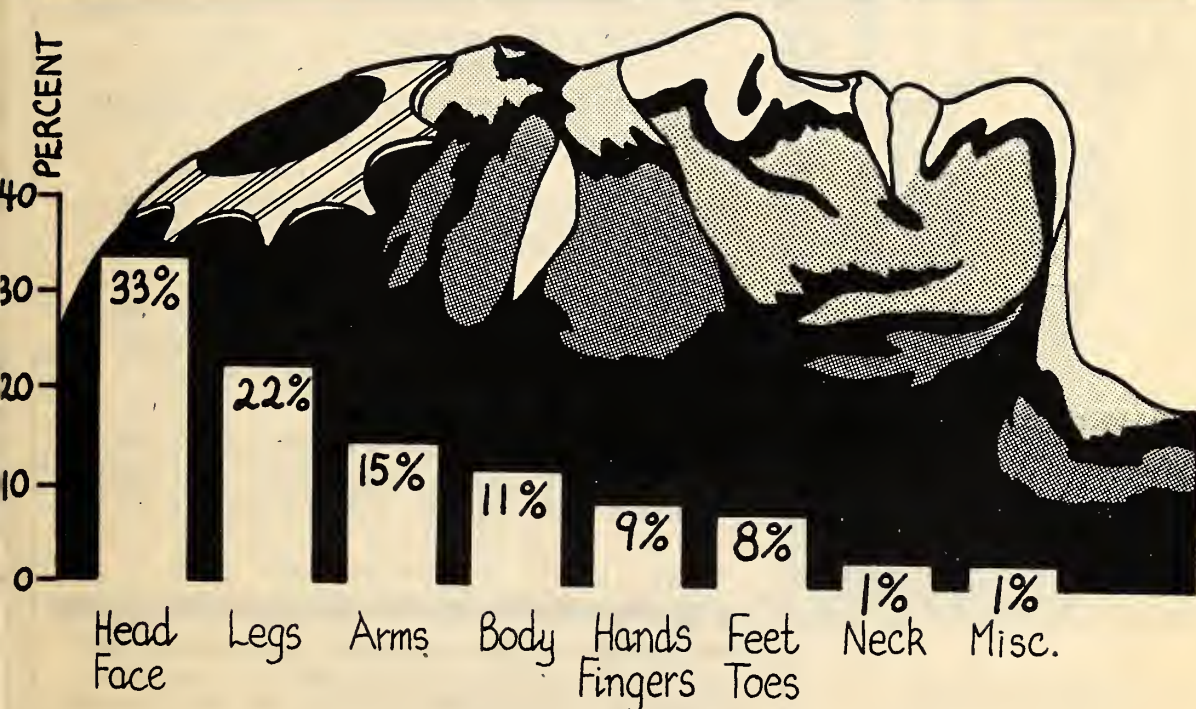
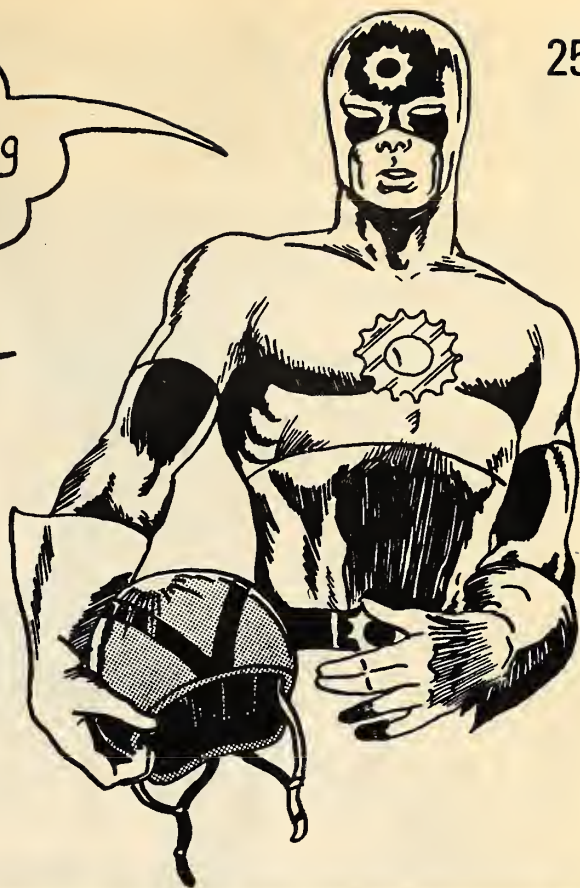
And **DON'T**
PARK NEAR
DOORS OR IN
OPEN PLAZAS
where people
might fall
over your
bike!



Would you
believe....?

$\frac{1}{3}$ of all injuries related to bicycle riding are to the head and face area.

HELMETS help avoid head injuries!



Statistics from the CPSC National Electronic Injury Surveillance System (NEISS)

THANK YOU, IT'S BEEN A PLEASURE HELPING
YOU BECOME A SAFER CYCLIST. AND
NOW I'D LIKE TO THANK THE PEOPLE
WHO MADE ME POSSIBLE.....

26

ACKNOWLEDGEMENTS:

For further information:

Office of Public Instruction
Ed Argenbright, Superintendent
State Capitol
Helena, MT 59620
Toll free: 1-800-332-3402



And now . . .

A Quickie Bibliography

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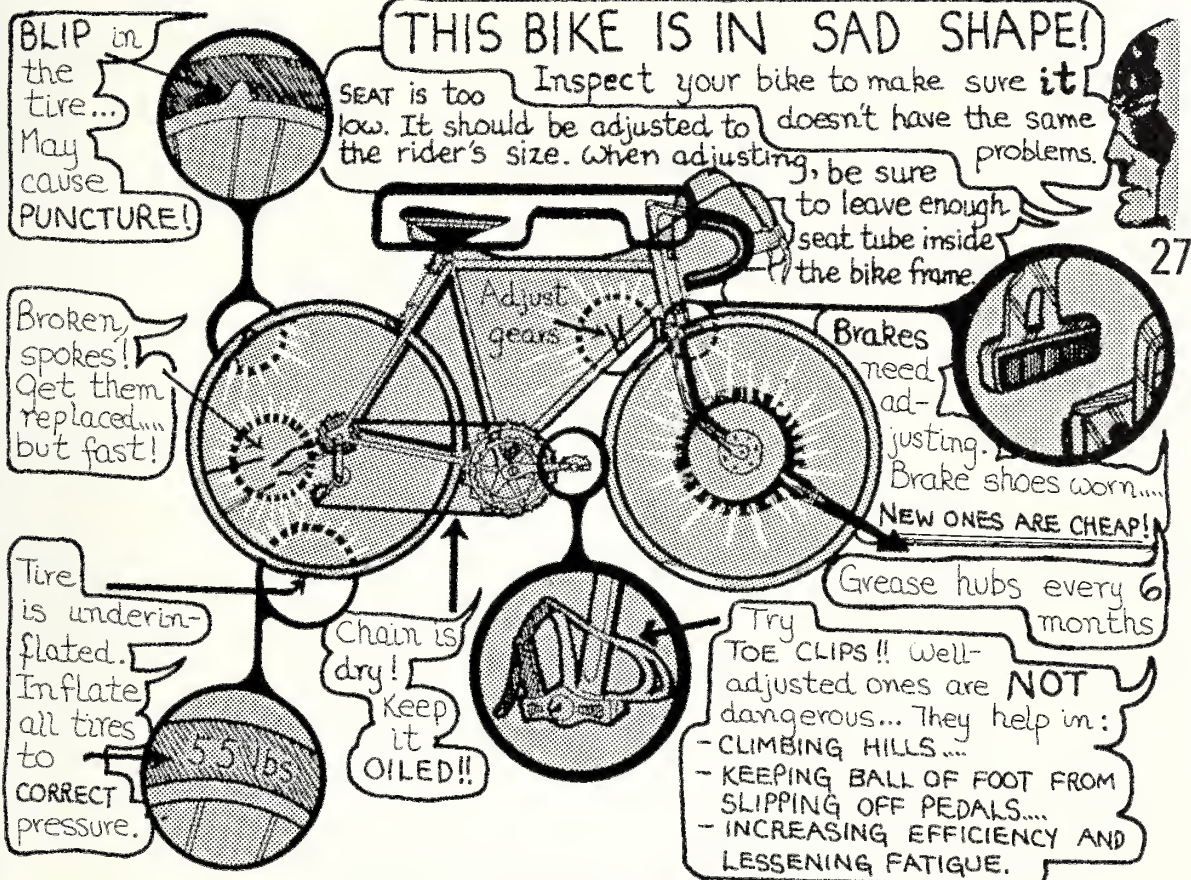
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...AND MAY THE
WIND ALWAYS BE
AT YOUR BACK.

SPROCKETMAN was developed by the Urban Bike-
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CHECKING YOUR BICYCLE

WHEELS

Pick up bike by saddle and spin rear wheel forward it should spin freely without

- 1) wobbling
- 2) hitting either brake block
- 3) slowing down super fast

Pull on rear brake lever to stop wheel

brake should have plenty of power to spare, apply smoothly without jerking and hit rim squarely

Release the lever

the brake should spring out immediately

Look at brake blocks are they

- 1) worn, cracked or crumbly?
- 2) both an equal distance from the rim in accordance with manufacturer's specifications?

Push wheel back and forth toward one brake block and then the other

the wheel will give, but there should be no play

Look at the tread of the tire all around

there should be neither worn-through patches nor bulges

Check inflation pressure

Pick up bike by handlebars and repeat for front wheel

FRONT END

Stand in front of bike, hold wheel tightly between knees

try to twist handlebars

they shouldn't move

try to pull handlebars up and down

they shouldn't move

try to twist brake levers

they shouldn't move

Stand beside bike, lift frame near handlebars

front wheel should turn freely to the side

Try to roll bike forward and back with front brake locked

there should be no play where the fork enters the frame

Ends of handlebars protected?

FINISHING UP

Try to twist or tilt saddle

it shouldn't move

Wipe off reflectors; are they attached securely?

If rollers on chain are shiny or if side plates are rusty lubricate your chain!

If when pedaling, you feel a clunk every time around stop immediately, and take to an expert repair-person

Take your bike to a bike shop at least once a year for a tune-up and safety check.

